Technical Report SP93-05

1992 RIDERSHIP REVIEW

Strategic Planning Department
Corporate Planning and Development

May, 1993

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1992 RIDERSHIP REVIEW

Prepared by
Market Analysis and Research Section

Strategic Planning Department
Corporate Planning and Development

Chicago Transit Authority

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INTRODUCTION

This report describes and analyzes CTA's ridership patterns in 1992. Overall, ridership apparently stabilized with regard to the ongoing recession in the local economy, but was seriously impacted by the December, 1991 fare increase, with ridership declining from 1991 by a substantial -6.9%. 1992 ridership shifts by mode and by fare payment type are reviewed.

Five additional topics are also covered:

- Uncounted bus and rail rides that were carried during the Spring Chicago Loop Flood.
- Recent ridership trends, for bus and rail as well as system-wide, including seasonal variations over the last four years.
- Shifts in ridership between 1991 and 1992, among full fare and reduced fare rider categories.
- Pass sales and usage trends over the last several years.
- Based on market survey data updated in 1990, an analysis of suburban CTA ridership is also summarized, indicating that CTA carries nearly one-half of all suburban transit riders in the region (down slightly from 1991, when CTA carried over fifty percent of the region's suburban trips).

1992 RIDERSHIP BY MODE AND FARE PAYMENT TYPE

The December 29, 1991 fare increase, averaging 20% across all fare categories, was projected to result in a -7.4% ridership loss in 1992. In fact, the substantial ridership loss of -6.9% that was experienced, as indicated in Table 1, also suggests a possible lessening of the prolonged recession that began at the start of 1991. Though in 1992 ridership loss due to the fare increase was expectedly high, it was moderated somewhat by an apparent slight recessionary comeback, that would have otherwise shown a modest ridership increase for the year.

Actually, ridership changes due to fare adjustments in 1992 occurred in two stages.

For the first 8 months of the year, an overall ridership loss of -6.4% occurred, largely in response to the 1991 fare increase. This was 1% less than projected. For the last 4 months of 1992, however, a fare experiment involving pass pricing and usage was implemented. This experiment led to an increase in the average per trip pricing of pass usage, projected to lead to a -0.9% ridership

In fact, the average ridership loss over these 4 periods was -8.0%, indicating that the relative ridership loss compared to the first 8 periods (an additional -1.6%) exceeded somewhat the forecasted impact. This may be due to some of the inconvenience aspects associated with the Pass + 25¢ experiment. This -8.0% was still slightly less than the combined projected ridership loss of -8.3% (-7.4% + (-0.9%).

The most dramatic impact of the December 29, 1991 fare adjustment was an unexpectedly high increase in pass purchase and usage. Because the price of full fare and reduced fare passes was unchanged in the fare adjustment, the relative cost of this fare medium became much more attractive. Though some shift from cash and token to pass was therefore projected, the 47.8% average increase in pass usage (see Table 1, first 8 periods), was significantly higher than expected. In Period 7, for example, this increase reached its high point of 57.8%. The corresponding reduction in average full fare cash and token ridership of -26.1% meant, in effect, that the average fare collected per trip was lower than projected, and farebox revenue targets were not being met.

Because of this unexpectedly high usage of passes, and their relative underpricing, a fare experiment was designed for the last 4 months of 1992 (and the first month of 1993), to both test an innovative approach to pass pricing, and to help correct for farebox revenue shortfalls.

This Pass + 25¢ experiment involved a lowering of the full fare pass price from $60 to $45, but required a 25¢ surcharge for each pass usage. For those pass users who continued to use their pass for exactly 60 rides, there was no price change. For those who rode less, there was a savings. However, for those taking more than 60 rides, the effective price of the pass was increased. For example, for those pass users making 100 rides per month, the additional monthly cost was $10.

As indicated in Table 1, this restructuring of pass pricing led to an expected counter-shift from passes back to cash and token. This counter-shift increased for each of the last 4 periods of the year, so that by 12th period the relative increase in pass usage compared to the prior year was down to only +9.5%. The corresponding drop in cash/token usage was then only -12.0%.

Table 1 also indicates that the CTA bus ridership loss experienced in 1992 (-5.5%) was significantly less than the system-wide loss. Rail declined by -11.1%. In terms of total ridership levels, bus ridership still declined by a considerably higher total amount than rail (-21.7 million annual unlinked trips for bus versus -14.4 million for rail).

Table 1

1992 Ridership Shifts

PERCENT INCREASE (DECREASE) COMPARED WITH SAME PERIOD IN 1991

	BUS				RAIL				SYSTEM			
1992 Period	Full Fares	Reduced Fares	Passes/ Permits	Total	Full Fares	Reduced Fares	Passes/ Permits	Total	Full Fares	Reduced Fares	Passes/ Permits	Total
1	-21.8	-10.0	29.7	-8.0	-17.1	-7.5	18.5	-9.9	-20.2	-9.7	27.0	-8.5
2	-24.6	-11.4	43.6	-5.7	-17.6	-11.0	28.8	-8.5	-22.3	-11.3	40.0	-6.4
3	-27.4	-7.9	47.8	-4.9	-18.8	-9.6	35.5	-7.8	-24.6	-8.1	44.9	-5.6
4	-28.1	-2.4	54.6	-2.7	-31.5	-18.4	21.4	-19.9	-29.1	-4.1	46.8	-7.0
5	-27.2	-17.1	60.8	-2.7	-34.1	-29.9	26.0	-21.1	-29.3	-18.5	52.7	-7.4
6	-30.7	-9.7	59.4	-3.9	-24.5	-16.8	38.0	-12.8	-28.5	-10.5	52.2	-6.2
7	-30.3	-9.6	62.0	-3.5	-19.8	-12.5	43.6	-9.6	-26.7	-10.0	57.8	-5.1
8	-30.6	-9.2	61.0	-3.9	-19.6	-10.6	44.4	-8.9	-27.0	-9.4	57.2	-5.2
9	-25.2	-18.1	37.4	-9.8	-13.3	-16.5	15.3	-9.5	-21.3	-17.9	32.3	-9.7
10	-18.8	-6.6	24.5	-7.4	-8.6	-8.8	-5.3	-8.8	-15.4	-6.8	17.4	-7.7
11	-17.9	-7.4	21.8	-7.1	-7.9	-9.1	-7.2	-8.8	-14.6	-7.5	14.8	-7.6
12	-14.7	-3.7	15.0	-6.7	-6.3	-5.5	-8.5	-7.7	-12.0	-3.9	9.5	-6.9
Annual Total	-24.9%	-9.4%	43.4%	-5.5%	-18.2%	-13.2%	21.1%	-11.1%	-22.7%	-9.9%	38.2%	-6.9%

NOTE: Transfers received are not listed separately; they represent an additional category of transit rides. They are included in the "Total" (unlinked trips) column for each mode. Transfers sold are absorbed under "Full Fares" and "Reduced Fares" paid with cash or tokens.

The higher percentage ridership losses on rail may reflect in part a worsening of recessionary employment losses in the Chicago Central Business District (CBD), even though the entire CTA service area was more stable overall. The highest rail ridership losses were experienced on the Jackson Park Englewood (-27.2%) and Douglas (-19.5%) lines, while the lowest rail ridership losses were experienced on the Ravenswood (-4.0%) and Howard (-8.1%) lines.

Recessionary impacts on CTA ridership began at the start of 1991 and continued throughout 1992. The unexpectedly high shift to passes also kept actual revenue below budgeted levels (Table 2). Farebox revenues were 7.0% lower than budgeted, which, along with a 5.0% increase from budgeted pass sales revenues, produced a combined actual revenue 4.3% below budget.

Table 3 gives a further breakdown of the year's bus and rail ridership patterns by fare category, and shows very similar results for the two modes. Special Services paratransit showed a 6.6% ridership increase, in line with additional funding provided for service, with the trend toward passes clearly evident here as well. Note also (Table 1) that the net decrease in reduced cash fare ridership (cash/token fare with and without transfer) was significantly less for bus (-9.4%) than for rail (-13.2%). Pass ridership gain on bus was, on the other hand, higher than rail (+43.4% versus +21.1%).

Table 3 also indicates an increase in 1992 in rail cross-platform transfers (no fares paid or transfers presented/received), due to differences in ridership losses (and transferring rates) by line. Total CTA ridership loss, as reported to FTA, consequently fell at a slightly lower level, -5.9%.

Table 4 gives additional information on average weekday, Saturday, and Sunday ridership, by mode and fare payment type.

CHICAGO LOOP FLOOD: UNCOUNTED RIDES

From April 13 to May 7, 1992, a significant portion of the Chicago Central Business District was disabled by the flooding of an abandoned underground freight tunnel system. This flooding spread to other underground facilities, including building basements and CTA's 2 subway tunnels. Rail transit service through these tunnels was consequently discontinued over this interval, with the State Street subway routed over the elevated track system, and the Dearborn Street subway served by a supplemental shuttle bus routing that connected two temporary turnback stations of the subway line, on either side of the CBD.

Table 2

1992 PASSENGER REVENUE SHIFTS

PERIOD	Percent Change From Same Period in 1991			Percent Variation From 1992 Budget Target		
	FAREBOX	PASSES	TOTAL PASSENGER REVENUE	FAREBOX	PASSES	TOTAL PASSENGER REVENUE
1	- 0.6	58.0	10.6	- 6.7	11.4	- 2.4
2	- 3.8	54.2	7.5	-10.0	8.4	- 5.5
3	- 5.7	64.9	7.6	-12.6	15.4	- 6.0
4	-10.0	67.9	4.8	-16.7	17.1	- 8.7
5	- 8.8	92.3	8.7	-14.6	33.5	- 4.0
6	- 7.7	69.7	6.0	-14.8	17.1	- 7.6
7	- 6.6	106.4	11.6	-14.1	42.0	- 2.6
8	- 6.6	83.0	8.7	-14.1	26.0	- 5.5
9	2.6	33.2	7.8	- 5.7	- 8.3	- 6.2
10	17.6	3.2	15.0	7.9	-28.9	- 0.5
11	16.6	0.4	13.6	6.8	-30.9	- 1.9
12	21.1	- 9.3	16.0	10.6	- 37.9	0.3
ANNUAL TOTAL	0.6	51.4	9.7	- 7.0	5.0	- 4.3

SOURCE: Financial Reports each Period, CTA Budget Department.

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Table 3

Ridership Fact Sheet

Chicago Transit Authority — Annual Totals — SP/MAR-92-1-12

12th Period ended December 26, 1992.

RIDERSHIP CATEGORIES	CURRENT PERIOD			YEAR TO DATE			
UNLINKED TRIPS	1992	1991	% CHANGE	1992	1991	CHANGE	%
BUS SYSTEM							
FULL FARES	9,874,981	11,571,169	-14.7%	101,382,451	135,066,217	(33,683,766)	-24.9%
REDUCED FARES	3,198,305	3,321,382	-3.7%	33,026,555	36,473,156	(3,446,601)	-9.4%
TRANSFERS RECEIVED	8,143,549	9,869,022	-17.5%	86,969,529	116,705,725	(29,736,196)	-25.5%
PASS + QUARTER	6,758,033	0	NA	27,704,948	0	27,704,948	NA
PASS/PERMIT USES	3,322,027	8,766,991	-62.1%	121,251,636	103,843,535	17,408,101	16.8%
TOTAL BUS TRIPS	31,296,896	33,528,564	-6.7%	370,335,119	392,088,633	(21,753,514)	-5.5%
SPECIAL SERVICES SYSTEM							
FULL FARES	66,987	66,746	0.4%	824,304	832,942	(8,638)	-1.0%
PASS + QUARTER	10,947	9,952	10.0%	158,256	116,486	41,770	35.9%
TOTAL SPECIAL SERVICES TRIPS	77,934	76,698	1.6%	982,560 *	949,428	33,132	3.5%
RAPID TRANSIT SYSTEM							
FULL FARES	4,983,857	5,319,758	-6.3%	52,397,753	64,176,535	(11,778,782)	-18.4%
REDUCED FARES	374,525	396,297	-5.5%	3,829,383	4,411,168	(581,785)	-13.2%
TRANSFERS RECEIVED	2,673,202	2,957,960	-9.6%	25,147,069	34,462,503	(9,315,434)	-27.0%
PASS + QUARTER	1,774,760	0	NA	7,326,734	0	7,326,734	NA
PASS/PERMIT USES	649,595	2,649,479	-75.5%	31,275,332	31,874,946	(599,614)	-1.9%
TOTAL RAPID TRANSIT TRIPS	10,455,939	11,323,494	-7.7%	119,976,271	134,925,152	(14,948,881)	-11.1%
CTA SYSTEM BY FARE TYPE							
FULL FARES	14,925,825	16,957,673	-12.0%	154,604,508	200,073,523	(45,469,015)	-22.7%
REDUCED FARES	3,572,830	3,717,679	-3.9%	36,855,938	40,884,324	(4,028,386)	-9.9%
TRANSFERS RECEIVED	10,816,751	12,826,982	-15.7%	112,116,598	151,168,228	(39,051,630)	-25.8%
PASS + QUARTER	8,543,740	0	NA	35,189,938	0	35,189,938	NA
PASS/PERMIT USES	3,971,622	11,426,422	-65.2%	152,526,968	135,837,136	16,689,832	12.3%
TOTAL RIDERSHIP	41,830,769	44,928,756	-6.9%	491,293,950	527,963,211	(36,669,261)	-6.9%
RAIL INTERNAL TRANSFERS	1,516,111	1,064,408		17,396,559	12,682,964	4,713,595	
FTA SECTION 15 RIDERSHIP	43,346,880	45,993,165	-5.8%	508,690,510	540,646,175	(31,955,666)	-5.9%
USING FULL FARE TOKENS							
BUS PEAK	2,015,646	1,869,407	7.8%	19,658,744	25,174,612	(5,515,868)	-21.9%
BUS OFF-PEAK	1,914,513	1,796,993	6.5%	16,661,565	22,551,892	(5,890,327)	-26.1%
BUS TOTAL	3,930,159	3,666,400	7.2%	36,320,309	47,726,504	(11,406,195)	-23.9%
RAPID TRANSIT TOTAL	2,470,412	2,599,830	-5.0%	24,830,227	36,248,918	(11,418,691)	-31.5%
TOTAL FULL TOKENS	6,400,571	6,266,230	2.1%	61,150,536	83,975,422	(22,824,886)	-27.2%
USING REDUCED FARE TOKENS							
BUS PEAK	806,761	679,820	18.7%	7,632,068	7,019,776	612,292	8.7%
BUS OFF-PEAK	690,488	568,545	21.4%	6,719,449	5,986,689	732,760	12.2%
BUS TOTAL	1,497,249	1,248,365	19.9%	14,351,517	13,006,465	1,345,052	10.3%
RAPID TRANSIT TOTAL	172,400	142,937	20.6%	1,739,826	1,530,488	209,338	13.7%
TOTAL REDUCED TOKENS	1,669,649	1,391,302	20.0%	16,091,343	14,536,953	1,554,390	10.7%

* Does not include 29,209 additional trips carried via the subsidized Taxi Access Program (TAP).

Table 4

Chicago Transit Authority — Ridership Fact Sheet — SP/MAR-92-1-12

Average Daily Travel

12th Period ended December 26, 1992.

RIDERSHIP CATEGORIES	CURRENT YEAR TO DATE			PERCENTAGE CHANGE FROM PREVIOUS YEAR		
DAILY AVERAGE	WEEKDAY	SATURDAY	SUNDAY	WEEKDAY	SATURDAY	SUNDAY
BUS SYSTEM						
FULL FARES	324,392	212,168	135,208	-24.0%	-28.6%	-30.1%
REDUCED FARES	114,661	42,586	27,863	-9.7%	-7.5%	-11.4%
TRANSFERS RECEIVED	281,963	172,761	107,900	-25.1%	-25.8%	-30.1%
PASS + QUARTER	89,725	56,858	33,196	NA	NA	NA
PASS/PERMIT USES	387,481	255,070	162,678	13.9%	36.8%	22.4%
TOTAL BUS TRIPS	1,198,221	739,443	466,846	-5.7%	-3.0%	-8.9%
SPECIAL SERVICES SYSTEM						
FULL FARES	2,674	1,384	1,239	-0.3%	-4.1%	-6.1%
PASS + QUARTER	514	265	237	37.1%	30.5%	27.9%
TOTAL SPECIAL SERVICES TRIPS	3,188	1,649	1,476	4.3%	0.1%	-1.9%
RAPID TRANSIT SYSTEM						
FULL FARES	183,885	62,731	39,791	-17.8%	-22.6%	-24.0%
REDUCED FARES	13,463	4,593	2,797	-14.5%	-10.6%	-16.5%
TRANSFERS RECEIVED	83,520	43,418	28,191	-26.4%	-29.5%	-32.6%
PASS + QUARTER	25,275	10,539	5,935	NA	NA	NA
PASS/PERMIT USES	107,218	44,706	28,531	-4.1%	16.8%	-1.7%
TOTAL RAPID TRANSIT TRIPS	413,360	165,986	105,245	-11.1%	-10.8%	-16.8%
CTA SYSTEM BY FARE TYPE						
FULL FARES	510,950	276,283	176,238	-21.8%	-27.3%	-28.7%
REDUCED FARES	128,124	47,179	30,660	-10.2%	-7.8%	-11.9%
TRANSFERS RECEIVED	365,483	216,178	136,091	-25.4%	-26.6%	-30.7%
PASS + QUARTER	115,513	67,661	39,368	NA	NA	NA
PASS/PERMIT USES	494,699	299,777	191,210	9.3%	33.3%	18.0%
TOTAL RIDERSHIP	1,614,769	907,078	573,567	-7.1%	-4.5%	-10.4%
RAIL INTERNAL TRANSFERS	59,937	24,068	15,261	37.2%	37.6%	28.3%
FTA SECTION 15 RIDERSHIP	1,674,706	931,146	588,828	-6.0%	-3.8%	-9.7%
USING FULL FARE TOKENS						
BUS TOTAL	125,732	50,768	28,785	-22.9%	-30.7%	-33.6%
RAPID TRANSIT TOTAL	90,174	21,157	13,050	-32.3%	-21.7%	-23.9%
TOTAL FULL TOKENS	215,906	71,925	41,835	-27.1%	-28.3%	-30.9%
USING REDUCED FARE TOKENS						
BUS TOTAL	52,092	12,304	7,595	10.0%	13.2%	8.2%
RAPID TRANSIT TOTAL	6,172	1,961	1,135	8.5%	106.9%	83.1%
TOTAL REDUCED TOKENS	58,265	14,265	8,730	9.8%	20.7%	14.3%

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This Chicago Loop flood led to a significant undercount of CTA ridership, both bus and rail. This undercount consisted in part of 326,000 free rides allowed on the first day of the flood, to facilitate the rapid departure of many Loop employees who could no longer work in buildings whose utility systems were shut down. Most of the uncounted ridership, however, involved transfers to and from the shuttle bus service then implemented to provided continuity for the O'Hare/Congress-Douglas line that runs through the Dearborn Street subway. Fares were not collected, and riders were not counted, for these shuttle bus operations. An estimated 2.5 million rides (half transferring to bus, half transferring to rail, roughly) were uncounted.

Because these ridership numbers are significant, an attempt was made to more carefully estimate the total uncounted --- but actually carried --- rides. This attempt was made by examining rail line ridership patterns in the months just prior to the flood, as well as fares registered on rail (and bus) during the 3½ weeks involved.

These estimates yielded:

	CTA RIDERSHIP (000)		
	Rail	**Bus**	**Total**
■ Free Rides (mainly on April 13)	130	196	326
■ Free Shuttle Bus Transfers (April 14 - May 7)	1,220	1,230	2,450
■ Total Uncounted Rides	1,350	1,426	2,776
■ Corrected Ridership Shifts (Table 1)			
- 4th Period	-13.1%	-0.0%	-3.4%
- 5th Period	-15.4	-0.1	-4.5
- Annual	-10.2	-5.2	-6.4
■ Former rail riders who switched to bus for their entire trip (to/from Loop)	-315	315	-
■ Former rail riders who switched to bus for their entire trip (non-Loop)	-150	150	-

When these uncounted rides are added to the 4th and 5th period ridership statistics summarized in Table 1, the 4th period ridership loss of -7.0% becomes -3.4%, and the 5th period ridership loss of -7.4% becomes -4.5%. On an annual basis, these uncounted rail and bus rides due to the Chicago Loop flood amount to .5% of total annual CTA ridership for 1992. Though not "officially" counted by CTA's fare collection equipment, these were additional transit rides actually carried during the year, largely in response to the extra shuttle bus service provided for that purpose.

In addition, the examination of "normal" bus and rail ridership patterns before the flood indicated that about 1,022,000 rail rides were foregone (not taken), and 1,277,000 bus rides were foregone (not taken), for a total of 2,299,000 rides not taken. Business/office closings in the Loop due to the flood were the basic reason for these temporarily eliminated work and non-work trips.

FULL AND REDUCED FARE RIDERSHIP SHIFTS

The composition of both full fare and reduced fare ridership was further reviewed in terms of shifts from the previous year. This includes an examination of both unlinked trips, as reported at the point of fare collection, and linked trips or journeys, representing door-to-door travel. The number of linked trips or journeys is always less than the number of unlinked trips, since journeys are composed of one or more unlinked trips. Estimates of the number of unlinked trips per journey are based upon surveys of passengers conducted in the last few years.

Tables are presented in this section which separately examine full fare and reduced fare passengers in terms of cash (including tokens), transfer presentation, or pass fare payment; changes between 1991 and 1992 in terms of method of fare payment, as well as by mode (bus or rail, for unlinked trips); estimated number of door-to-door journeys (linked trips); revenue as distinguished from ridership for each ridership class; and average fare paid by each rider class, with both pass and cash fare components distinguished.

Tables 5 and 6 summarize the assumptions necessary regarding transfers received and pass presentations in order to break these single fare payment method categories into full fare and reduced fare components. These breakdowns correspond to the percentages of transfer sales that were observed, assuming equivalent usage rates for either full or reduced fare passengers. Adjustments were made to reflect the higher level of transfer usage on buses overall, as compared to rail.

TABLE 5
ANNUAL UNLINKED BOARDINGS 1991
(millions)

FARE/MODE	FULL	REDUCED	TOTAL	SOURCES
CASH	115.175	26.397	141.573	1991 Ridership
Bus	87.340	23.467	110.806	Fact Sheets (p. 5)
Rail	27.836	2.931	30.766	
TOKEN	83.975	14.537	98.512	1991 Ridership
Bus	47.727	13.006	60.733	Fact Sheets (p. 5)
Rail	36.249	1.530	37.779	
TRANSFERS REC'D	121.288	29.881	151.169	F/R split based on sales
Bus	90.202	26.504	116.706	Reduced = 22.7%
Rail	31.086	3.377	34.463	Reduced = 9.8%
PASSES	105.046	30.865	135.911	F/R split based on sales
Bus	80.261	23.583	103.844	Reduced = 22.7%
Rail	24.785	7.283	32.068	
TOTAL	425.484	101.681	527.165	
Bus	305.529	86.560	392.089	
Rail	119.955	15.121	135.077	

92TABLES.WK1

TABLE 6
ANNUAL UNLINKED BOARDINGS 1992
(millions)

FARE/MODE	FULL	REDUCED	TOTAL	SOURCES
CASH	92.630	20.765	113.394	1992 Ridership
Bus	65.062	18.675	83.737	Fact Sheets (p. 5)
Rail	27.568	2.090	29.657	
TOKEN	61.151	16.091	77.242	1992 Ridership
Bus	36.320	14.352	50.672	Fact Sheets (p. 5)
Rail	24.830	1.740	26.570	
TRANSFERS REC'D	86.211	25.906	112.117	F/R split based on sales
Bus	63.392	23.577	86.970	Reduced = 27.1%
Rail	22.818	2.329	25.147	Reduced = 9.3%
PASSES	155.865	31.693	187.559	F/R Split based on sales
Bus	123.786	25.170	148.957	Reduced = 16.9%
Rail	32.079	6.523	38.602	
TOTAL	395.856	94.455	490.311	
Bus	288.561	81.774	370.335	
Rail	107.295	12.681	119.976	

Note: Pass use includes pass plus a quarter. Pass sales not broken down into periods 1-8 (15.2% reduced) and 9-12 (21.7% reduced)

92TABLES.WK3

Full Fare Riders

Tables 7 and 8 summarize ridership and revenue statistics for full fare riders on CTA, comparing 1990 to 1991 and 1991 to 1992, and indicating percent changes. Table 7 indicates that full fare ridership, measured in terms of both linked and unlinked trips, declined each year by 6% or more. Because of the significant increase in 1992 in pass usage, with the associated tendency of pass users to transfer more, linked trips did not decline as much (-6.0%) as unlinked trips (-7.0%). In 1991 tokens as a method of fare payment grew while pass usage declined, with the reverse pattern shown for 1992. Cash fare payment and transfers received showed a net decline in both years.

Table 8 indicates that revenue paid by full fare passengers, including both pass and cash, rose in 1992, by about 8%, all in pass revenue. The average fare increased significantly, by 15-16%.

Other highlights of these two tables include:

- Revenue from adult (full fare) pass riders increased 69.9% from 1991 to 1992.
- Revenue from full fare cash and token riders decreased -4.7% from 1991 to 1992.
- Unlinked trips by full fare riders decreased by -7.0% from 1991 to 1992 (including transfers received).
- Full fare journeys (linked trips) decreased by -6.0% from 1991 to 1992.
- Full fare unlinked trips on the bus system decreased -5.6% from 1991 to 1992, while rail full fare unlinked trips decreased -10.6%.
- Average fare/unlinked ride increased by 16.2%, from 69.0 cents/ride to 80.2 cents/ride.
- Average journey fare also increased by 15.1%, from $1.126 to $1.296 per trip.
- Average cash or token fare/unlinked ride increased 27.2%, from 75.8 cents/ride to 96.4 cents/ride.
- As a share of the total CTA system, full fare riders constituted 80.7% in 1991, providing 91.4% of revenue; remaining at 80.7% of unlinked riders and declining slightly to 90.1% of revenue in 1992.

TABLE 7
FULL FARE RIDER SHIFTS
1990 - 1992

Ridership Measure	1990	1991	% Change	1992	% Change
Unlinked Trips (in millions)					
Cash	146.878	115.175	-21.6%	92.630	-19.6%
Token	58.192	83.975	44.3%	61.151	-27.2%
Transfer Rec'd	135.474	121.288	-10.5%	86.211	-28.9%
Pass	124.389	105.046	-15.6%	155.865	48.4%
Total	464.933	425.484	-8.5%	395.856	-7.0%
Bus	334.242	305.529	-8.6%	288.561	-5.6%
Rail	130.691	119.955	-8.2%	107.295	-10.6%
Share of Total					
Bus	79.4%	77.9%		77.9%	
Rail	89.4%	88.8%		89.4%	
Total	81.9%	80.7%		80.7%	
Journeys (Linked Trips)					
Cash	146.878	115.175	-21.6%	92.630	-19.6%
Token	58.192	83.975	44.3%	61.151	-27.2%
Pass*	72.742	61.430	-15.6%	91.149	48.4%
Total	277.812	260.581	-6.2%	244.930	-6.0%

*1.71 unlinked pass trips per linked pass trip

92TABLES.WK1

Table 8
Full Fare Revenue Shifts
1991 vs. 1992

Revenue Category (Millions)	1991	1992	% Change
Cash/Token	$242.829	$231.329	-4.7%
Pass*	$50.666	$86.057	69.9%
Total	$293.494	$317.385	8.1%
% of Total Farebox Revenue	91.4%	90.1%	-1.4%
Unlinked Trips			
Average Fare	$0.690	$0.802	16.2%
Average Cash/Token Fare	$0.758	$0.964	27.2%
Average Pass Fare	$0.482	$0.552	14.5%
Journeys (Linked Trips)			
Average Fare	$1.126	$1.296	15.1%
Average Cash/Token Fare	$1.219	$1.504	23.4%
Average Pass Fare	$0.825	$0.944	14.5%

* Includes quarter surcharge for September - December

Note: Transfer Revenue as reported in the 12th Period, 1992 Operating Data Financial Report was apportioned to full and reduced ridership categories according to transfer sales multiplied by transfer price.

Pass Revenue as reported in the 12th Period, 1992 Operating Data Financial Report was apportioned to full and reduced ridership categories according to pass sales multiplied by pass price.

92REV.WK3

Reduced Fare Riders

Tables 9 and 10 provide a parallel breakdown of reduced fare riding in 1991 and 1992, in the same format as Tables 7 and 8. In contrast to the stable reduced fare ridership observed in 1991, 1992 reduced fare ridership began to decline. A significant increase occurred in terms of token usage, but pass sales and usage were stable and cash fares went down. However, overall ridership loss was less than the -13.7% projected for the December 29, 1991 fare increase, and less for linked trips than for unlinked trips. Average fares also increased.

Highlights of these two tables include:

- Revenue from reduced fare pass riders increased 29.4% from 1991 to 1992.
- Revenue from reduced fare cash and token riders increased 25.1% from 1991 to 1992.
- Unlinked trips by reduced fare riders decreased -7.1% from 1991 to 1992 (including transfer received).
- Reduced fare journeys (linked trips) decreased 6.1% from 1991 to 1992.
- Reduced fare unlinked trips on the bus system decreased -5.5% from 1991 to 1992, while rail reduced fare unlinked trips decreased -16.1%.
- Average fare/unlinked trip increased 35.9%, from 27.2 cents/ride to 37.0 cents/ride.
- Average cash or token fare/unlinked trip increased 41.2%, from 29.3 cents/ride to 41.4 cents/ride.
- As a share of the total CTA system, reduced fare riders constituted 19.3% of riders in 1991, providing 8.6% of revenue; in 1992, 19.3% of all passengers were again reduced fare riders, accounting for 9.9% of revenue.
- Average journey fare increased from 47.0 cents/journey in 1991 to 63.1 cents per journey in 1992; the average cash/token journey fare increased 39.0%, from 50.7 cents to 70.4 cents.

TABLE 9
REDUCED FARE RIDER SHIFTS
1990 - 1992

Ridership Measure	1990	1991	% Change	1992	% Change
Unlinked Trips (In millions)					
Cash	28.715	26.397	-8.1%	20.765	-21.3%
Token	10.818	14.537	34.4%	16.091	10.7%
Transfer Rec'd	31.913	29.881	-6.4%	25.906	-13.3%
Pass	30.977	30.865	-0.4%	31.693	2.7%
Total	102.423	101.681	-0.7%	94.455	-7.1%
Bus	86.894	86.560	-0.4%	81.774	-5.5%
Rail	15.529	15.121	-2.6%	12.681	-16.1%
Share of Total					
Bus	20.6%	22.1%		22.1%	
Rail	10.6%	11.2%		10.6%	
Total	18.1%	19.3%		19.3%	
Journeys (Linked Trips)					
Cash	28.715	26.397	-8.1%	20.765	-21.3%
Token	10.818	14.537	34.4%	16.091	10.7%
Pass*	18.115	18.050	-0.4%	18.534	2.7%
Total	57.648	58.984	2.3%	55.390	-6.1%

*1.71 unlinked pass trips per linked pass trip

92TABLES.WK1

Table 10
Reduced Fare Revenue Shifts
1991 vs. 1992

Revenue Category (Millions)	1991	1992	% Change
Cash/Token	$20.749	$25.964	25.1%
Pass*	$6.955	$9.000	29.4%
Total	$27.704	$34.964	26.2%
% of Total Farebox Revenue	8.6%	9.9%	15.0%
Unlinked Trips			
Average Fare	$0.272	$0.370	35.9%
Average Cash/Token Fare	$0.293	$0.414	41.2%
Average Pass Fare	$0.225	$0.284	26.0%
Journeys (Linked Trips)			
Average Fare	$0.470	$0.631	34.4%
Average Cash/Token Fare	$0.507	$0.704	39.0%
Average Pass Fare	$0.385	$0.486	26.0%

* Includes quarter surcharge for September - December

Note: Transfer Revenue as reported in the 12th Period, 1992 Operating Data Financial Report was apportioned to full and reduced ridership categories according to transfer sales multiplied by transfer price.

Pass Revenue as reported in the 12th Period, 1992 Operating Data Financial Report was apportioned to full and reduced ridership categories according to pass sales multiplied by pass price.

92REV.WK3

RECENT RIDERSHIP TRENDS

1992 represents the second consecutive year in which CTA has experienced significant ridership loss. In 1991, a -7.1% ridership decline was attributed largely to the prolonged economic recession that began in that year. In 1992 the -6.9% ridership loss was attributed primarily to the December 29, 1991 fare increase of 20%. In general, this pattern of ridership decline associated with fare increases is reflective of past CTA experience during the 1980s (see Figure 1). Fare increases in 1981, 1986, and 1988 were all largely responsible for associated patronage losses, while the consumer-oriented fare change of 1990 was an exception, yielding a slight weekday ridership gain.

Figure 1 also indicates that the recent history of ridership decline at CTA, in those years when decline was experienced, was primarily felt on the bus system. In the past 2 years, however, the reverse has been true. Rail ridership declined a total of 17.9% over the 2 years, while bus ridership declined 12.0%. Increased parking supply in the Loop may be a factor in these higher rail ridership losses (the radial rail system focuses on the Loop). Relatively higher job losses in the Loop, in some employment categories, is possibly a second factor.

It is typical for CTA ridership to follow a seasonal pattern of ebb and flow as, for example, summer vacations occur and winter weather inhibits discretionary tripmaking. Spring and fall, without these conditions, are traditionally seasons of high ridership (Figures 2). Bus ridership exhibits this variation (Figure 3) more than rail does (Figure 4). In 1992, bus had an increased share of total trips, and remained the dominant mode. For the first time in several years, rail experienced a larger proportional ridership drop than bus, most likely due to increased parking availability and possibly higher job losses in the Chicago Central Area.

PASS SALES AND USAGE TRENDS

Figure 5 charts the trend of total passes in circulation since 1987. A point is plotted for each month in the year. Through early 1990, the monthly equivalents for 14-Day passes are included. Pass circulation generally follows the seasonal trend shown in Figure 2, with lower circulation in the summer and year-end months. The plot also confirms a steady downward trend in pass usage through 1991.

In 1992 however, holding pass prices at prior levels, while cash and token fares increased significantly, led to near-record increases in pass sales in the Spring months. The new weekly pass also proved to be increasingly popular through the first half of the year. The Pass +25¢ Experiment in the Fall then had a dramatically opposite effect on overall pass sales.

Equivalent full fare pass sales overall in 1992 increased 58.9%, while reduced fare pass sales fell slightly, by -3.6% (see Table 11). The equivalent level of overall annual sales increased by 43.2%, with pass usage increasing somewhat less, by 36.7%.

Figure 6 shows average weekday pass use per pass (monthly equivalent for non-monthly passes), as counted by the bus farebox system and rail ticket agents, conductors, and turnstiles. As mentioned above, existing and new users of passes in 1992 used passes on average slightly less frequently than in previous years. Total average monthly uses per pass sold in 1992 was 116.6, a 4.6% decrease from equivalent 1991 levels of 122.2 uses per pass each month. Figure 7, showing monthly pass use per pass over the last four years, confirms a recent pattern of increased and then decreased average use, since the 1990 fare restructuring.

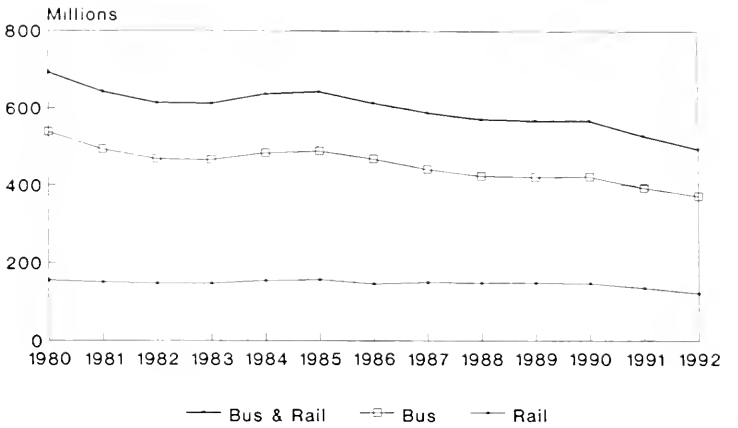
SUBURBAN TRANSIT RIDERS CARRIED BY CTA

CTA continues to be the primary transit carrier in the metropolitan region, including suburban Cook County and the entire suburban area. As summarized in Table 12, slightly less than half of all suburban transit trips (unlinked rides on transit vehicles) were made on CTA in 1992; for Cook County only this figure is 54%. Suburban trips are defined as having at least the origin or destination of the unlinked trip in the suburbs.

Figure 1

Unlinked Bus & Rail Trips

1980 - 1992

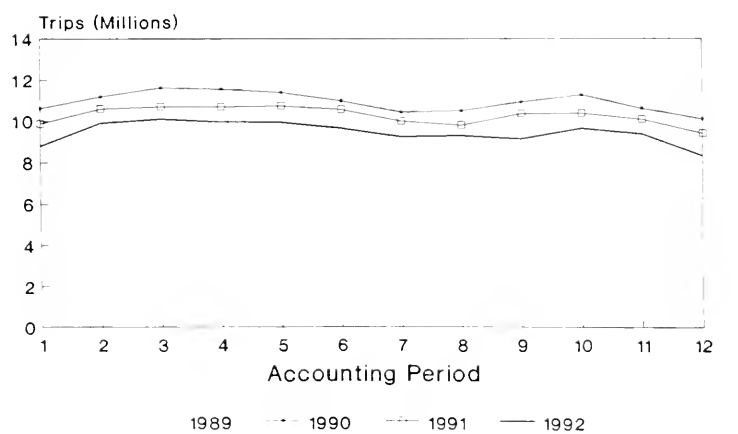


RJS9-11.CHT

Figure 2

Weekly Average Unlinked Trips by Period

1989 - 1992

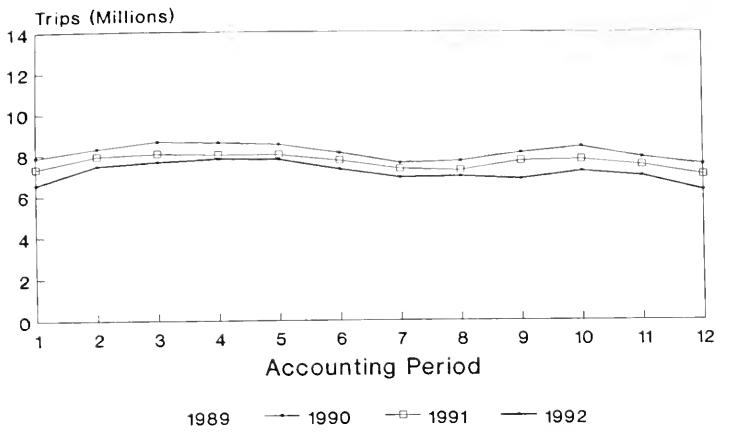


RJS9-8.CHT

Figure 3

Weekly Avg. Unlinked Bus Trips by Period

1989 - 1992

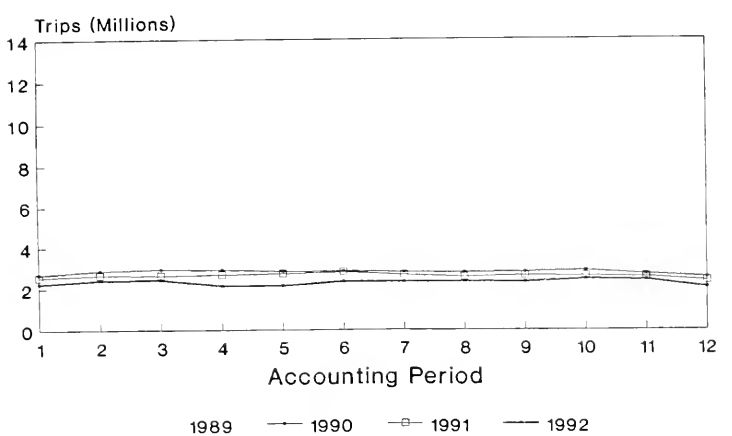


RJS9-9.CHT

Figure 4

Weekly Avg Unlinked Rail Trips by Period

1989 - 1992



RJS9-10.CHT

Table 11

Pass Sales and Usage, 1991 - 1992

	1991	1992	% Change
SALES			
Full Fare Monthly Passes	823,753[a]	1,309,089	58.9%
Reduced Fare Monthly Pass	276,039	266,187	-3.6%
TOTAL SALES	1,099,792	1,575,276	43.2%
TOTAL USES	134,382,354	183,657,592	36.7%

NOTE: Weekly pass replaced Monthly Weekday Only pass at the end of 1991. The monthly equivalents of Monthly Weekday and Weekly passes are included in Full Fare Monthly Everyday Pass Sales.

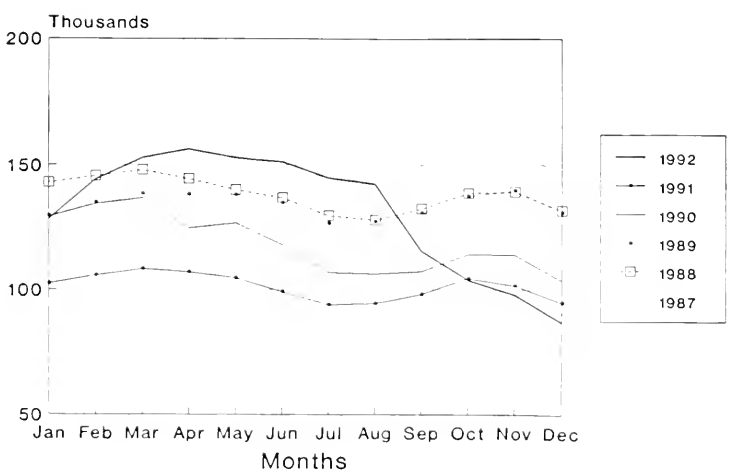
[a]The number of Weekday Only passes sold was adjusted downward, to reflect their validity on only 5 of 7 days each week. This permits equivalent usage comparisons. Actual 1992 Weekday-Only pass sales of 406,000 were adjusted downward to an equivalent 290,000.

Sources: Pass sales from Treasury Activity Reports.
Pass use from Strategic Planning Ridership Fact Sheets.

SQ:gm
DGSWC8.J

Figure 5.

TOTAL PASSES IN CIRCULATION

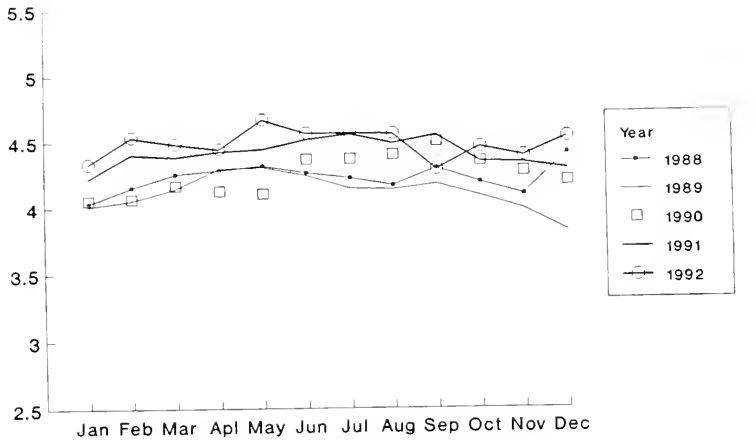


RJS9-5.CHT

Figure 6.

WEEKDAY PASS USE PER PASS

1988 -- 1992



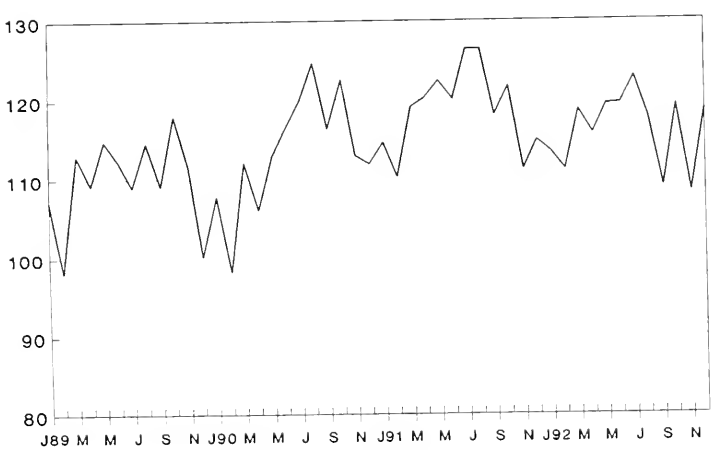
Farebox adjustment factor applied.

RJS9-6.CHT

Figure 7.

MONTHLY PASS USE PER PASS

1989 -- 1992



Farebox adjustment factor applied.

RJS9-7.CHT

TABLE 12
SUBURBAN TRANSIT RIDERS BY CARRIER, 1991 & 1992

Suburban Carrier		1991 Ridership (millions)	Percent	1992 Ridership (millions)	Percent
CTA					
	Cook Co.	70.3	55.7%	66.1	54.4%
	Total Subs	102.8	50.3%	96.7	48.8%
METRA					
	Cook Co.	27.5	21.8%	27.9	22.9%
	Total Subs*	61.0	29.9%	61.9	31.3%
PACE					
	Cook Co.	28.5	22.5%	27.6 **	22.7%
	Total Subs	40.5	19.8%	39.3 **	19.9%
Total					
	Cook Co.	126.3	100.0%	121.7	100.0%
	Total Subs	204.3	100.0%	197.9	100.0%
CTA Ridership Totals					
	Cook Co.	70.3	13.0%	66.1	13.0%
	Total Subs	102.8	19.0%	96.7	19.0%
	Chicago	438.0	81.0%	412.0	81.0%
	TOTAL***	540.8	100.0%	508.7	100.0%

* Source: Metra. Metra also carried 10.8 million Chicago city riders in 1991 and 10.9 million in 1992.

** Source: RTA. The 1991 percentages were used to split Cook and other suburbs.

*** Source: CTA 1991 & 1992 Ridership Fact Sheets, including rail cross-platform transfers.

NOTE: CTA carries more suburban travel than any other regional carrier. More than 50% of regional travel on public transit in the suburbs occurred on CTA in 1991; slightly less in 1992.

92TABLES.WK3

TECHNICAL REPORTS

STRATEGIC PLANNING DEPARTMENT

Number	Title	Date
SP93-01	Travel Characteristics of Persons Who Are Severely Mobility Limited	February, 1993
SP93-02	1992 Year-End Report: Implementation of Lift-Equipped Bus Service at CTA	January, 1993
SP93-03	1992 Weekly Pass Buyer Survey	February, 1993
SP93-04	Low-Floor and Standard-Floor Bus Surveys	February, 1993
SP93-05	1992 Ridership Review	May, 1993

DGS:mn:gm
SP1-1